the stranglehold of the U-boats, and when an attack by the German High Seas Fleet upon our vastly stronger Grand Fleet was an extremely remote possibility. But there is no wrath like the cold fury of the professional spirit proved wrong *by* outsiders, and no folly comparable to its reactions under such conditions. In spite of everything the convoy system proved a brilliant success. The Admirals were in despair over the refusal of events to follow the lead of professional knowledge.

To quote again from the Official Report of the Shipping Department, in reference to the convoys from the U.S.A. :—

> " *The success of these convoys was phenomenal.* Fourteen convoys comprising 242 steamers were *Safety of* brought in without the loss of a vessel, *Atlantic* although the convoys were sometimes *shipping* attacked, and a tanker, the *Wabasha* in *in convoys* ^ fourth convoy from Hampton Roads, was hit by a c browning shot.' With the assistance of the escort on the spot she was brought in with only the loss of part of her cargo, and the offensive side of the system was demonstrated by a heavy attack on the submarine with depth charges. Had she been a solitary ship, even if guarded by several destroyers, it is probable she would have been torpedoed several times until she sank. * . ."

But we were not yet at the end of our troubles with the Admiralty. Here is another

illustration of their stubborn hostility and of the effort they expended in circumnavigating it.

" It was not until the 26th July that the Gibraltar convoy began to run regularly. The reluctance of